

The Hongkong Telegraph.

NEW SERIES No. 4224

日五十月二年九十二緒光

WEDNESDAY, APRIL 22, 1903.

三拜禮

號二十月四英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,000,000

Head Office—YOKOHAMA.
Branches and Agencies:
TOKIO. KOBÉ.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION OF LONDON AND SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.
Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND—
Sterling Reserve.....\$10,000,000
Silver Reserve.....\$5,500,000
RESERVE LIABILITY OF PROPRIETORS,\$10,000,000

COURT OF DIRECTORS:
A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
G. Balloch, Esq., H. Schubart, Esq.,
Hon. C. W. Dickinson, Esq., E. Shellim, Esq.,
E. Goetz, Esq., Hon. R. Shewan,
G. H. Medhurst, Esq., N. A. Siebs, Esq.,
C. Michéau, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
Shanghai—H. M. BEVIS.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4½ per cent. per annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 25th March, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital.....£374,374

HEAD OFFICE—HONGKONG.

Board of Directors:
Chan Kit Shan, Esq., C. Ewins, Esq.,
Chow Tung Shing, Esq., J. Lauts, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed5%
Hongkong, 19th November, 1902. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Tails 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow
Tientsin
Tientsin (Kiautschou)

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIREKTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.
DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.
Hongkong, 4th October, 1902. [16]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.
PAID UP CAPITAL.....U.S. Gold \$2,000,000
SURPLUS AND UNDIVIDED PROFITS,\$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:
PARRE'S BANK, LIMITED.

HONGKONG OFFICE: 4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED:
On Current Accounts at 2½ per annum.

On Fixed Deposits:
For 3 months 2½ per annum.

" 6 " 3½ "

" 12 " 4½ "

E. F. GROS,
Acting Manager.
Hongkong, 1st December, 1902. [16B]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in.....Gold \$1,000,000.....£820,000

Surplus (Reserve) Gold \$1,000,000.....£820,000

Total.....Gold \$2,000,000.....£1,640,000

Capital and Surplus authorised, Gold \$10,000,000.....£8,200,000

LONDON BANKERS:
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:

For 12 months, 4½ per annum.

" 6 " 4 " "

" 3 " 3½ " "

HONGKONG—TEMPORARY OFFICE:
PRINCE'S BUILDINGS.
CHARLES R. SCOTT,
Manager.
Hongkong, 7th April, 1903. [1000]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tails.

SUBSCRIBED CAPITAL.....5,000,000

PAID-UP CAPITAL.....2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON. PEKING.
CHEFOO. PENANG.
CHINKIANG. SINGAPORE.
CHUNKING. TIENTSIN.
HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
1½ per annum. Fixed Deposits for 3 months.

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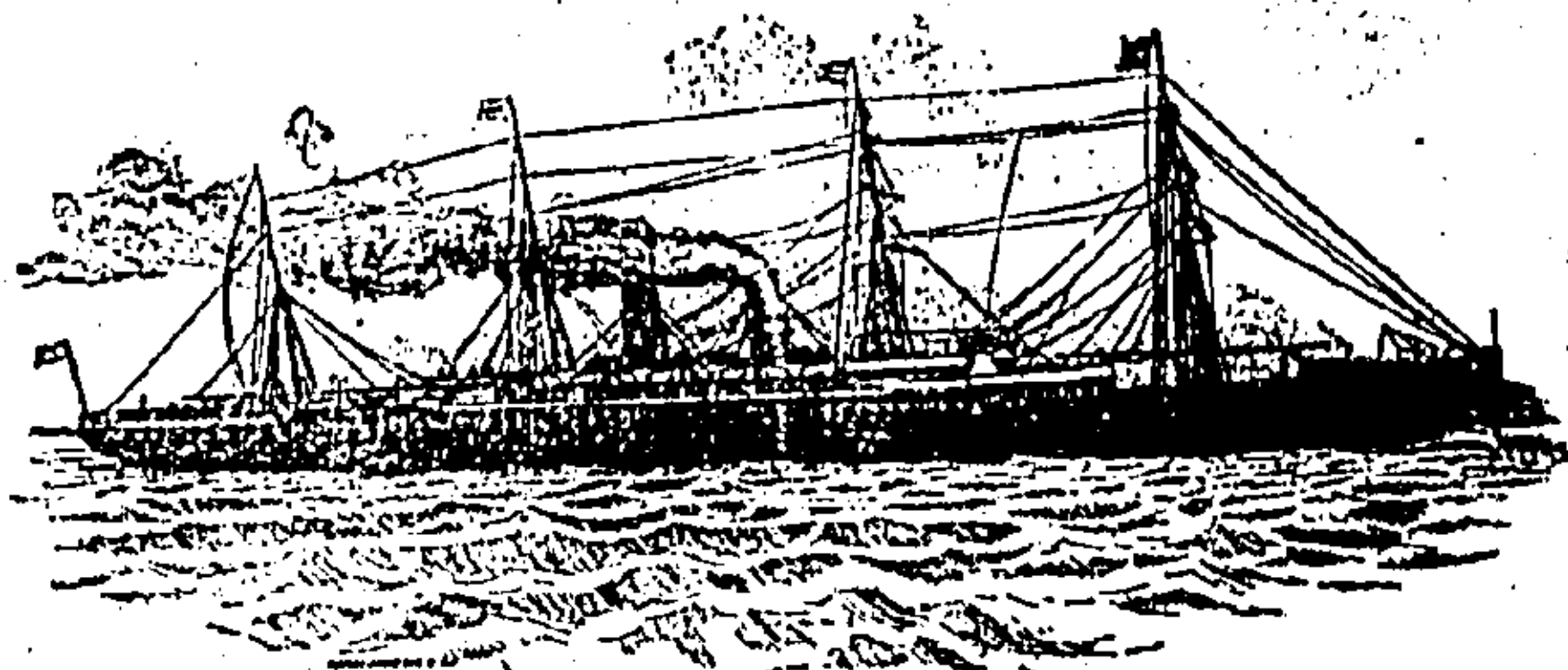
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Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"GOPTIC"	SATURDAY, 25th April, at Noon.
"AMERICA MARU"	TUESDAY, 5th May, at Noon.
"KOREA"	WEDNESDAY, 13th May, at Noon.
"HONGKONG MARU"	FRIDAY, 22nd May, at Noon.
"CITY OF PEKING"	SATURDAY, 30th May, at Noon.
"DORIC"	SATURDAY, 6th June, at Noon.
"NIPPON MARU"	TUESDAY, 16th June, at Noon.
"HIBERIA"	WEDNESDAY, 24th June, at Noon.
"HIBERIA"	THURSDAY, 7th July, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Company's Steamship "GOPTIC" will be despatched for SAN FRANCISCO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 25th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding ORDERS for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia; and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan. Return Passage.—Reduction will be made to passengers who do not hold return tickets: making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerary, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 11 a.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day, all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 20th April, 1903. E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(SAILING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

"EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

R.M.S. "EMPERESS OF INDIA"	6,000 Tons	WEDNESDAY, 22nd April.
"TARTAR"	4,425 "	WEDNESDAY, 6th May.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 13th May.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th May.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 3rd June.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 17th June.
"EMPERESS OF JAPAN"	6,000 "	WEDNESDAY, 15th July.
"TARTAR"	4,425 "	WEDNESDAY, 22nd July.
"EMPERESS OF CHINA"	6,000 "	WEDNESDAY, 5th August.
"ATHENIAN"	3,882 "	WEDNESDAY, 12th August.
"EMPERESS OF INDIA"	6,000 "	WEDNESDAY, 26th August.

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the average YOKOHAMA to VANCOUVER (B.C.) 12 DAYS ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 13th March, 1903. D. E. BROWN, General Agent, Pedder's Street.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

DETAILED SCHEDULE OF FREIGHTS AND PASSENGER SERVICE.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COFENHAGEN, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG
SUBJECT TO ALTERATION.

STEAMER	HAVE	DESTINATIONS	SAILING DATE	Freight
SAMBA	Schmidt	HAMBURG AND HAMBURG.	23rd April.	Freight
SERBA	Rehder	(Calling at SINGAPORE and PENANG.)	3rd May.	Freight
SAXONIA	Bremer	HAMBURG AND HAMBURG.	19th May.	Freight
SEGOVIA	Fork	(Calling at SINGAPORE and PENANG.)	3rd June.	Freight
STRASSBURG	Madden	HAMBURG AND HAMBURG.	16th June.	Freight and Passengers
SUEVIA	Bork	(Calling at SINGAPORE and PENANG.)	30th June.	Freight
NUBIA	Von Holt	HAMBURG AND HAMBURG.	30th May.	Freight

For further particulars apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, (No. 7, Queen's Building).

Hongkong, 14th April, 1903.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"HONAN"	2,338 "	" G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	" A. W. Dixon.
"HANKOW"	2,272 "	" C. V. Lloyd.
"KINSHAN"	2,280 "	" J. J. Lossius.

Departures from HONGKONG to CANTON daily at about 8 A.M. (Sunday excepted), and at about 5.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at about 8 A.M. (Sunday excepted), and at about 4.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule. } Sunday
Do. from Macao to Hongkong daily at about 8 A.M. } excepted.

CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,129 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING," 1,569 tons, Captain R. D. Thomas.

"SAINAM," 588 tons, B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 11th April, 1903. [357c]

Intimations.

NOTICE.

STEAMERS AND LAUNCHES
FOR SALE.

A FAST twin screw steamer, just completed. Length 155 feet, breadth 25 feet, and depth 15 feet.

A Steam Launch with condenser, length 59 feet.

A Steam Launch with condenser, length 29 feet.

A Steamer, in course of construction, length 140 feet, breadth 22 feet, depth 11 feet. Engines 14" x 30", 20" stroke.

For Particulars Apply to

A. RITCHIE,

39, Des Voeux Road, Central.
Hongkong, 11th April, 1903. [451c]

HONGKONG ICE COMPANY,
LIMITED.

FROM 1ST MAY next, until further Notice, the Retail Price of Ice will be Two cents per pound. Rates for One Ton and Upwards, supplied to Shipping direct from the Works, will remain as formerly.
Cold Storage Rates on application.
WM. PARLANE,
Manager.

Hongkong, 11th April 1903. [455c]

WANTED.

A PORTUGUESE CLERK for Coast-Port. Must have some experience in General Office Work. Knowledge of Type-writing and Book-keeping desirable. Fair Salary.
Applications to
"M.F."
C/o Office of this Paper.
Hongkong, 20th April, 1903. [502c]

WANTED.

AN EXPERT TYPEWRITER.
Apply to
"G."
C/o The Hongkong Telegraph.
Hongkong, 15th April, 1903. [499c]

WANTED.

INSTITUTION OF ENGINEERS AND
SHIPBUILDERS OF HONGKONG.
Wanted a MANAGER for above Institution.
Apply to
HON. SECRETARY.
Hongkong, 20th March 1903. [358c]

WANTED.

A TEACHER for ST. JOSEPH'S COLLEGE.
Apply by Letter to
BRO. FRANCIS,
Director,
St. Joseph's College.
No. 2, Robinson Road,
Hongkong, 12th January, 1903.

GESUCHT.

WIRD ein Deutscher als Vorwarter für
Gehaltsbedingung nach Uebereinkunft.
Adresse:
VORSTAND, KLUB, EINTRACHT,
Hongkong.
Hongkong, 15th April, 1903. [471c]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS,
PRAYA CENTRAL HONGKONG
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES, &c.

SOLE AGENTS for
FERGUSON'S SPECIAL CREAM
and
O. SPECIAL LIQUEUR SCOTCH
WHISKY &c.
EVERY KIND of
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK.
REASONABLE PRICES.
HONGKONG, 10th May, 1903.

Intimations.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

THE TWENTIETH ORDINARY
GENERAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the COMPANY'S OFFICES, No. 14, Des
Voeux Road, Victoria, on WEDNESDAY,
the 29th April, 1903, at Noon, for the purpose
of receiving a Statement of Accounts and the
Report of the General Managers for the year
ending 31st December, 1902.

THE TRANSFER BOOKS of the Company
will be CLOSED from MONDAY, the 26th
April, to WEDNESDAY, the 29th April, both
days inclusive.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 15th April, 1903. [478c]

THE PUNJOM MINING COMPANY,
LIMITED.

NOTICE IS HEREBY GIVEN that a
Meeting of the Board of Directors of
the Company, held at the Company's Office,
No. 13, Leicestershire Arcade, Victoria, Hong-
kong, on Wednesday the 8th day of April,
1903, the following Resolution was passed:—
That the final CALL of FIFTY CENTS
per SHARE upon all the Holders of
Ordinary Shares in the above Company in
respect of all the Shares held by them in
the above Company be and the same is
hereby made. Such Call to be paid to the
Company at their Bankers, the Hongkong
and Shanghai Banking Corporation, at
their Premises, Queen's Road Central,
Victoria, Hongkong, on or before the 9th
day of May, 1903.

And NOTICE IS ALSO GIVEN that in
accordance with Article 24 of the Company's
Articles of Association, Interest will be charged
as from the said 9th day of May, 1903, at the
rate of 5 per centum per annum, upon all
Calls remaining unpaid after the said 9th
day of May, 1903, up to the actual dates of payment
of the same.
Shareholders are particularly requested to
note that upon presentation at the Office of
the Company of the Banker's Receipt for pay-
ment of the Call, together with the Certificate
of the Shares, in respect of which the Call has
been paid, an endorsement to that effect will
be made upon the Certificate.
By Order of the Board of Directors,
W. KERFOOT HUGHES,
Secretary.

Hongkong, 9th April, 1903. [452c]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS OF TWENTY PER
CENT upon Contributions for the year
1902 has been declared.
WARRANTS will be issued on the 1st May.
By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 16th April, 1903. [486c]

NOTICE.

THE BEST PREVENTIVE OF ALL
INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY
ITS USE.
W. C. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 20th March, 1903. [32c]

WAI YUNG

PHOTOGRAPHER,
No. 1, D'AGUIAR STREET, HONGKONG.

HIGH CLASS PORTRAITURE IN ALL
STYLES, ENLARGEMENTS.

VIEWES ALWAYS ON HAND.

TERMS MODERATE.
Hongkong, 19th December, 1902. [1393d]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
No. 44, Connaught Road Central,
Hongkong, 9th February, 1903. [36c]

Intimations.



THE HISTORY

Of impaired and lost eyesight, cataracts and other diseased conditions of the eyes is generally associated with delay in getting first glasses, cheap spectacles, tramp spec, bungling of incompetents and the indiscriminate wearing of others' discarded glass.

ONLY ONE PAIR OF EYES

To last a life time. Keep them healthy and enjoy comfortable and perfect vision to the greatest age by getting your glasses fitted by

N. LAZARUS,

OPHTHALMIC OPTICIAN,

OF LONDON AND CALCUTTA.

Consulting Room: No. 16, Queen's Road Central.

Entrance through Mr. R. Houghton's Tailoring Establishment, nearly opposite Hongkong Hotel. [6c]

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH CO.,

VIENNA,

THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

CONNAUGHT HOUSE.

954c]

THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

[1339c]

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, THE PEAK, NEAR THE TRAM TERMINUS, TEL. 50.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

[17c]

CHS. J. GAUPP & CO.

CHRONOMETER WATCH, and CLOCKS

MAKERS, JEWELLERS, SILVER

SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches

awarded the highest Prize at every Exhibition,

and for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES,

MARINE GLASSES and SPYGLASSES,

No. 24 & 26, Queen's Road Central. [30c]

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. Net. \$10.00 per Cask ex

Factory.

In Bags of 150 lbs. Net. \$4.00 per Bag ex

Factory.

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 1st April, 1903. [19c]

TUBORG BEER.

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid,

and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)

or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—</

TELEGRAMS.

(Reuter's.)

The Near East.

LONDON, 20th April.
A Turkish force is concentrated at Ferizowitch under Rushdi Pacha whose first duty will be to liberate the Sultan's Peace Commission whom the Albanians are detaining as hostages.

The Austrian and Russian Ambassadors have warned the Sultan that unless the Albanians are repressed, the consequences will be serious and the whole responsibility for disorders falls on the Ottoman Government, which will find itself completely unsupported. The Italian and German representatives at separate audiences have made similar representations.

LATER.

The King's Tour.

The question of the King visiting the Pope is much discussed; official statements are carefully withheld but there is a growing belief that the visit will be arranged.

The King reviewed 8,000 Bluejackets and Marines and five Field Batteries at Malta.

Cold in Europe.

A prolonged spell of bitter cold in Europe, which has played havoc with the orchards and vineyards has culminated in snowstorms on the Continent; the snow fell for twelve hours in Berlin, which is cut off from Russia and Scandinavia, the trains being embedded.

TRADE RETURNS.

With regard to the details of British trade with the Far East there was a considerable decrease in the export of cotton yarn and twist to China during February compared with that of last year, the figures being 555,700lbs against 1,304,600lbs. The Straits Settlements also show a shrunken trade, the figures for Japan show an increase of 118,900lbs. For the two months China shows the large shrinkage of 1,371,400lbs., and the Straits Settlements a decrease of 258,000lbs., whilst on the other hand, the returns for Japan represent an increase of 88,600lbs. Passing on to the total trade in all kinds of piece goods we find that with the exception of China, which shows a decrease of 23,214,900 yards there is an increase all round. With regard to the two months both China and Japan show shrinkages, the former to the extent of 39,614,650 yards, but fair increases are shown in respect of the Philippine Islands, the Dutch East Indies and the Straits Settlements. The linen trade with the Philippine Islands is growing, the figures for January and February now being 114,800 yards, against 25,100 yards during the same period last year. In woollen tissues both China and Japan show decreases for the month, but for the longer period the figures for Japan are larger. The export of worsted tissues to China also shows a decrease during both periods, whilst those for Japan, on the other hand, show good increases. With regard to metals there is nothing of special interest to record. In textile machinery and millwork China and Japan show decreases both for the month and two months, whilst in old iron and steel for remanufacture China did a larger business for the month and a smaller trade during the longer period.

WRECK OF THE "PRYER."

ONE MAN MISSING.

The native master of the s.s. Pryer, has reported at the Master Attendant's office, Singapore, that the steamer, the Pryer, grounded on the bar at Kampa River, in the Durian Straits, while in charge of a native pilot on the 28th of last month at 4 p.m. At 11 p.m. the same day a squall from the S.W. with a rising tide capsized her and she came off the bar and sunk in deep water. All hands on board managed to get ashore. The Chinese cook is missing. Nothing remains visible above water of the Pryer. The crew and passengers were sent on to Bengalis by the Dutch authorities and there put on the H. S. Tong which took them on to Singapore.

RIFLE PRACTICE AT THE CHINA STATION.

Writing in Truth on the 18th ult., Labouchere says:

Twelve months ago I wrote very strongly about the unsatisfactory results of the rifle practice in the Navy for the previous year, and I am now pleased to see by the latest official returns that the endeavours to improve the firing have been successful. Apart from the individual results, some of which are exceptionally high, there was a marked improvement generally. The number of seamen who took part in the practice was 17,832, the average points obtained being 131.6, as against 128.08 the previous year, when 15,350 men were engaged. The number of marksmen shown by the latest return is 1,624, and the number of very bad shots, 879, as against only 969 marksmen and 993 bad shots the previous year.

There is, however, still room for great improvement, the returns from some of the vessels suggesting that the competitors regard rifle practice as a farce; in fact, it would seem necessary to black-list those vessels which make such a disgraceful showing. Although two vessels had more than 50 per cent. of their ships' companies qualified as marksmen, there were seventeen ships without a single marksman, yet their competitors numbered collectively 548. The most disgraceful return is that of the cruiser, Crest, on the China Station. She carried out her practice at Weihai-wei and although 274 men competed, only one was qualified as marksman. The cruiser Gibraltar, with 262 competitors, only secured one marksman; and the Galatia, with 141 men taking part in the firing, did not have one marksman.

ASK for ASAHI JAPANESE BEER—G. Girault.

THE KWANGSI FAMINE.

(From Our Correspondent)

Wuchow, 16th April.
The inhabitants of the surrounding district are dying of starvation. Children, both male and female, are daily brought into Wuchow for sale and mostly brought by Chinese going either to Hongkong or Canton. Some children, who come in as mere skeletons, are kept by the middle party at Wu how till they are more presentable. Under most favourable conditions it will be nearly three months before crops can be harvested in famine-stricken districts and many farmers are reduced to such an ebb that they are unable to purchase seed. I hear that a Chinaman, with credentials from the Governor of British North Borneo, is in the famine district endeavouring to induce some 500 families to emigrate to British North Borneo where they will receive free grants of land.

THE RELIC OF THE BATTLE OF MANILA BAY.

Further particulars are to hand respecting the raising of Admiral Montojo's flagship *Quinta Cristina*. According to the *Cubancero* the pumps were started about 6 o'clock Wednesday evening and eight-foot-five big mass of twisted iron and steel made a slight heave and came up about two feet further than the last successful raise of the vessel. As she at present stands, more than two feet of her water line is visible and as soon as the mud and loose iron work are removed from the charged hull of the ship, she will be in a position for towing to some place of safety for complete repairs.

Quite a number of naval officers and others visited the wreck night before last to watch the progress of the work, and with four ten and two six inch pumps at work by night the *Castellano*'s donkey engine the water in the vessel that had accumulated since her first raising soon disappeared and it was not more than three hours' work to notice a change in the ship's position. The stern was floated first and at just before nine o'clock at night the bow gave a little swing toward the *Castellano* and the Spanish flag-ship was afloat again.

Captain Garry and his crew worked all night and shortly before day-break the vessel had been pumped almost completely dry and had risen another four feet from the muddy bed on which she had been resting, bringing most of the mud in that section with her, to the surface. A *Cubancero* representative then went aboard the ship and with the aid of boat-hooks ascertained beyond a doubt that there were skeletons aboard the ship, though so much crusted and deeply imbedded in the filth and ruin that no estimate as to the number of bodies the sad relics designated could be made.

As soon as most of the water in the big steel hull had been pumped out, work was stopped when it was seen that some of the slime in the bottom of the burnt out cruiser was being sucked up by the pumping apparatus. This was done to avoid any possibility of throwing into the bay some of the remains of the unfortunate men who died at their post amid flood and fire.

The wrecking company was notified yesterday by the Navy that it was the intention of the Rear Admiral, commanding Philippine Squadron, to bury the bodies found in the wrecks of the harbour with full military honours after the wishes of the Spanish consul had been ascertained and that the necessary coffins would be furnished by the navy and all arrangements made by the Cavite station.

THE "SPARTIATE" AND "EUROPA" COMMISSIONED.

The first-class protected cruisers *Spartiate* and *Europa*, which were commissioned at Portsmouth on the 17th ult., to convey relief crews to the *Cocoon*, *Rosario*, *Phlox* and *Alexine*, are the two most costly Belleville crumples in our navy. Although the *Europa* has done but a year under the pennant, the huge sum of £24,563 has had to be spent upon her boilers. The history of this unlucky cruiser's first commission is instructive, says the *P.M.G.* In July, 1899, she was commissioned, and shortly afterwards sent to Australia with relief crews for vessels on that station. She broke down badly, and proved herself well nigh a "coal eater"—that is, her coal consumption was abnormally high. The *Europa*, however, managed to crawl back to Portsmouth at a low speed, and has since been laid up in the dockyard, where she long served as an object lesson for the Admiralty Committee on Boilers. The members of that body paid frequent visits to the ship, and the condition in which they found her Bellevilles had not a little to do with getting these boilers condemned. Extensive repairs have been effected in the *Europa*'s boilers; but it is doubtful whether the cruiser will in practice accomplish what she was designed for. Her coming trip to China is an experimental one. The Admiralty are sending her there in order to see whether she will prove fit for a term of service abroad.

It is the same with the *Spartiate*, which is a sister ship to the *Europa*, both belong to the undergunned *Diadem* class. Owing to machinery defects, the *Spartiate* has not previously been in a condition to hoist the pennant, though she has been several years in hand. Here again Bellevilles were the chief source of weakness; but the ship's condensers also had to be retubed before she could finish her trials. No statistics as to the cost of her repairs are obtainable. Probably it equals, if not exceeds, that of the *Europa*. The British taxpayer need not pride himself on the possession of these cruisers, for he is not likely to get value for his money out of either of them.

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ANTARCTIC EXPLORATION.

MORE ABOUT THE "DISCOVERY."

The sky effects of the Antarctic are described as very wonderful and beautiful. Deep blood red predominates, but more delicate tints also prevail.

Cape Adare was reached by the *Discovery* on January 9, 1902, and by the *Morning* on January 8, 1903. It rises 3,770ft., and consists of a large square basaltic rock with perpendicular sides. The coast-line presents a magnificent sight, the polar sun striking the great snow-capped peaks and pinnacles making a glorious effect. The sailors state that perpetual day afforded strange experiences. Christmas Eve and New Year's Eve were spent in broad day-light, and sometimes at midnight a group of men was seen playing a game of cards on deck with the sun beating down upon them. Towards the latter end of the stay darkness began to assert itself, and the hour of midnight was marked by faint shadows, as if twilight was falling.

At times the expedition found the heat of the perpetual sun oppressive, the sun's rays being sharply reflected from the dazzling fields of ice.

The *Discovery* is lying snugly in a well-sheltered spot. The *Morning* did not get sight of her until quite up. It was possible, however, for the people of the *Discovery* to see the approach of the *Morning* from the top of the head close to the *Discovery* where the observatory was established. All agree that *McMurdo* Bay is a splendid harbour. When the *Morning* left the men of the *Discovery* were busy blasting ice to force a passage. A monument has been raised to Prince the seaman lost in the blizzard on March 11. "Jack," the pet dog of the *Morning*, survived the Antarctic winter wonderfully well. The cats fared less well, only one of three surviving in the engine-room. The only "green stuff" seen by the *Morning* during the voyage was a crop of mustard and cress grown on a wet blanket with Antarctic soil by the officers. Presents of fruit and vegetables on arrival were thoroughly appreciated.

Lieutenant Shackleton is suffering from the bursting of a blood-vessel in a lung. He will have to take care for some time. Only indomitable pluck pulled him through the hardships of the sledge journey. *Discovery*'s men are described as having been palpably aged by hard living, looking with their tanned faces "like Chinamen," as a sailor put it; nevertheless they appeared well and cheerful.

There was a touching scene when the *Morning* said good-bye, leaving Captain Scott and his crew in the Antarctic solitudes for another winter. Captain Colbeck's instructions were not to risk detention in the ice, but to make his way back to Lyttelton to await further instructions. This was carried out to the letter. CAPTAIN SCOTT'S GREAT SLEDGE JOURNEY.

The *Discovery* was in winter quarters near Cape Armitage, latitude 77 deg. 48 min. A party, consisting of Captain Scott, Dr. Wilson, Lieutenant Shackleton, started on November 2 with dogs and sledges to push southwards over the great ice barrier. The dogs went very well for a time, and the loads, the total weight of which was 2,000lb., did not seem beyond their strength. After eight days' slogging, they reached a depot which had been laid down 60 miles southward of the ship by a previous sledge party in anticipation of this journey. After leaving the depot the trouble commenced. The snow began to get soft, and hauling the sledges became correspondingly difficult. The extra strain told quickly on the dogs, which weakened so much that November 16th the party had to resort to "relay work." Half of the sledges had to be hauled five miles, then the party returned and brought up the remainder. It was very laborious work seeing that the advance of five miles meant a total journey of 15, the route having to be traversed three times at each stage. To add to the difficulties the dogs continued to grow weaker. Captain Scott finally decided to leave the ice barrier and shape a course for the land, hoping that travelling would be easier. Relay work with the sledges lasted 29 days till December 15. During that time the dogs gradually died off. Some died in harness, others were killed because while eating food they failed to work.

Travelling by slow stages the party reached a latitude of 80 deg. 30m., where they established another depot to lighten the sledges, for the dash southward. All superfluous gear was discarded, and with four weeks' provisions the three officers headed south, leaving the depot on December 15. Christmas Day was spent in a wilderness of ice nearer the South Pole than the foot of man had ever trodden before. By the beginning of January the party had got as far as latitude 82 deg. 17m., the limit of their journey, a limit, however, which easily eclipsed all previous performances. Mr. Borchgrevink, with 78 deg. 50m., comes next. The party had only four weeks' provisions with them, when they left the depot, and the snow getting softer all the time it was impossible without inviting disaster to continue southwards. Accordingly, on January 1, they turned, and following the coast traced the land to the continuation of Victoria Land. From where they turned back a range of mountains could be seen to the southward in latitude of 83 deg. Some were 5,000ft. high, others 13,000ft. and 14,000ft. above sea level, higher than Mount Everest. The party tried to make their way to land, but there were so many crevasses that they found it impossible.

The party regained the southern depot on January 15, after a very trying journey in thick weather. Some of the dogs still remained, but most were very weak, and could not keep up with the sledge. The first depot was reached on January 28, and there the party had to remain until a fierce blizzard spent its strength. They reached the *Discovery* on February 3, after an absence of 94 days, a

ASK for ASAHI JAPANESE BEER—G. Girault.

month of which was occupied in "double" journeys, and relay work.

The whole trip was undoubtedly a very remarkable performance, but the other sledge journeys exceedingly good work was done. Probably the other most notable journey was that to the westward under Lieutenant Armitage and Mr. Skelton, the chief engineer. The party sailed a glacier to an altitude of 9,000ft. The glacier was ribbed with crevasses, and a large number of crevasses had to be crossed. Lieutenant Armitage fell into one estimated to be 7,000ft. deep, but being roped it saved him. In the rarefied atmosphere of the higher altitudes the party found a difficulty in breathing. Some days there was bright sunshine, but on others a thick fog made walking among the crevasses highly dangerous. In some places the sledges had to be lowered soft, and hauled up the same distance, the opposite side. Mr. Skelton obtained very good photographs. Altogether the party was away from the ship nearly sixty days, and Lieutenant Armitage was able to give many interesting details regarding the appearance of the interior.

Very important scientific work was done on this journey in the geological and magnetic departments. From what I can learn it was an important piece of work well carried out. Lieutenant Armitage's previous Arctic experience evidently stood him in good stead.

Another journey in the same direction was done by Lieutenant Armitage in the autumn. Mr. Skelton accompanied the party, who explored northward amongst the islands. Lieutenant Roys made a sledge journey to Cape Crzier, with the intention of leaving a record there for the *Morning*, giving details of the *Discovery*'s winter's quarters. Owing to low temperatures the expedition was unsuccessful.

A successful journey was accomplished between September and October last, when Dr. Koettitz and Mr. Skelton accompanied Lieutenant Roys and emperor penguins were found, which Mr. Skelton photographed. Lieutenant Barnes and six men went a journey to cooperate with the commander's southern journey. Lieutenant Barnes reached the latitude of 79d. 30m. afterwards in charge of a party despatched in a south-westerly to west direction with the subject of exploring and charting mountains which did not lie in the route of the southern party.

Nothing can be said definitely about the future movements of the *Morning* pending instructions from home. It is believed she will again tender the *Discovery* next season, and in the meantime visit other New Zealand ports and possibly Australia.

HONGKONG AND SOMETHING ABOUT OUTLANDERS.

A writer in the Manchester *Daily Dispatch*, signing the initials, "A.H.," has been giving home readers an account of Hongkong and its Government. We make the following extracts from the article:—

In the nominated Council, which is the creature of the Governor, there is little room for the growth of local patriotism which is the very salt and savour of life in one of the scattered constituents of the King's dominions across the sea.

For ten years Hongkong people have been calling for elective self-government. For ten years the ear of the Government has been deaf to their cry. More or less they are outlanders in the place which they have made profitable to British rule.

They view apprehensively the weakening of British influence, but are denied the one effective means of using their public opinion as a lever with which to move the inert mass of unenlightened indifference which is entrenched in Downing-street.

Look at New Zealand. New Zealand is a magnificent colony. Her splendid isolation gives her a blessed immunity from international anxiety. She is a new, unencumbered England of the Southern Cross. She can go to sleep of nights sublimely careless of the dread complications, which disturb the slumbers of European statesmen.

Now, the will of New Zealand is typified and expressed in Mr. Seddon. If anything troubles New Zealand in her interior economy, or if she is dissatisfied with the conduct of the Imperial mother, the voice of "Big Dick" reverberates through the world, and New Zealand has got to be reckoned with.

London would not dream of denying to New Zealand anything which New Zealand passionately longed for. Indeed, there was a time when it was being said that New Zealand was running the empire and the South African War into the bargain.

But what are the concerns of New Zealand compared with the tremendous issues which have to be handled by representatives of our race in China? Our countrymen there are not many, but upon them depends the future of almost an appalling degree; the position of old England in the comity of nations, the right arm be enfeebled in a land where it was once the only white instrument of progress, and we have confessed to the world that our only real increase is toward impotence and decay.

Now, what is the position of Hongkong? Hongkong could speak for itself, and in the name of British China, it could appeal to public opinion in Britain as it cannot appeal now, and those who bear the heat and burden of the toilsome day of international commercial rivalry would be more valuable interpreters of British duty than officials whose incomes do not at all depend upon their own exertions.

Perhaps it is unlikely that there is a duality of governmental interests in China. The Ambassador and Consul, the Foreign Office people, Hongkong, the Colonial Office province.

ASK for ASAHI JAPANESE BEER—G. Girault.

But there is perpetual inconvenience. Hongkong scarcely counts in the Foreign Office, and is never formally considered at the Foreign Office. I suspect that if the Colonial Secretary were for conceding absolute self-government to Hongkong (in which business men, whose headquarters are in purely Chinese towns, would have a share because of their connection with the city) and local patriotism were to become vocal and aggressive, the Foreign Office would frequently be bothered, and ructions might easily arise.

And, after all, ructions would be the school-masters to bring the Foreign Office into realisation of the fact which everybody else knows perfectly well, that things are not as they used to be, even in China.

If you want to appreciate Britain you should live out of Britain. The grumbler at home becomes the eulogist abroad. Men never think so much of this little grey island as they do when they get to the uttermost parts of the earth, and the instincts of their race tell them to build-up new communities fashioned after the manner of the one they have left.

The Imperial idea is infinitely stronger in Hongkong than in the Carlton Club. If Hongkong could have done it, the last man would have been sent to fight in South Africa.

A LOCAL CHAMBERLAIN WANTED.
Hongkong does not care much about the fluctuations of home party politics. But Hongkong cares a great deal for dignity and strength; that the empire abroad should be maintained in undiminished splendour by the power wielded at Westminster.

Hongkong wants self-government; but has not obtained it even from Mr. Chamberlain. There is no grudge against him. Even he cannot do forty things at once. Hongkong regards him as the first subject of the King, because of his magnificent combination of the qualities of business and high statesmanship.

Can Hongkong produce its own Chamberlain who will teach the Foreign Office the way it should go? He would find a Press ready to back his assault on British indifference, for the *Hongkong Telegraph*, though it is owned by Chinese, is inspired by principles the use of which has lifted Mr. Chamberlain high among Immortals.

When the local Chamberlain does arise, the time will probably be ripe for dealing with a social problem, which is not dreamed of as yet by us at home. Wherever you have a business community of one race founded in the midst of an infinitely larger community of another race, there will infallibly exist a more or less regular institution of irregular marriages between men of the incoming and women of the indigenous race. That has occurred in Hongkong.

There is growing up a race of half-castes, who are socially without the pale, but are intellectually devoted to the patriotic ideals of their fathers. The half-breed is intensely Imperialistic.

But he sends his children to English schools, and as that environment means the submergence of the Oriental element in their physical and mental constitution, their social disability makes them hungry and thirsty to become more and more British the longer they live.

WHAT WILL COME.

One of these days Hongkong will wake up to the fact that this mixture of races has produced men of exceptional ability, who combine the best characteristics of both parents. A class like this cannot always dwell in the shadow of social ostracism—in the courts of double outlanderhood.

In a state of self-government they will make their influence felt, and if any Governor is so foolish as to try to keep them from rising, there will be a Chinese problem as novel as it will be dangerous.

Commercial.

TO-DAY'S INTELLIGENCE.

BANKS are reported sold at \$6800. CHINA FIRES can be placed at \$82.50. STEAMBOATS are weak at \$38.50 and 1000s are quoted buyers at \$107. STAR FERRIES (new) are in great demand at \$15, but the highest are offering even at a higher rate. DOCKS have been sold at \$216 and \$216.50 and close with buyers at the former rate. WEST POINTS were sold at \$34. RAUBS have sold at \$9.50 and are still inquired for, sellers ruling the market at \$10.

EXCHANGE.

ON LONDON, Telegraphic Transfer 1/11 1/2
" Bank Bills, on demand 1/11 1/2
" YEDS (monthly) 1/11 1/2
" 6 months' sight 1/11 1/2
ON BERLIN (demand) 1/11 1/2
ON PARIS, Bank Bills, on demand 1/11 1/2
" Credits, 4 months' sight 1/11 1/2
ON NEW YORK, Bank Bills, on demand 1/11 1/2
" Credits, 30 days' sight 1/11 1/2
ON HONGKONG, Telegraphic Transfer 1/11 1/2
ON SHANGHAI, Telegraphic Transfer 1/11 1/2
ON YOKOHAMA, T.T. 1/11 1/2
Soviet Bank's Buying Rate 1/11 1/2
Gold Leaf 40s touch, per tola 63/4
Bar Silver 23 7/16

OPTION QUOTATIONS OF TO-DAY.

To-day's quotations are as follows:
MALWA NEW 1/11 1/2
LAW NEW 1/11 1/2
PATNA NEW 1/11 1/2
BENARES NEW 1/11 1/2
PERSIAN (PAPER) 1/11 1/2

TO-DAY'S

Advertisements.

A REGULAR MEETING of the above Association will be held on FRIDAY, the 24th inst., at 8 o'clock, at the above Association's Rooms, 22nd April, 1903.

ASK for ASAHI JAPANESE BEER—G. Girault.

To-day's Advertisements.

FRESH Consignment of SWISS MILK.

H. RUTTONJEE,
No. 5, D'Almeida Street,
Hongkong,
22nd April, 1903.

FOR SHANGHAI, YOKOHAMA AND KOBE.

THE H.A.L. Steamship.

"NUBIA,"

Captain von Hoff, will be despatched for the above Ports TO-MORROW, the 23rd inst., at 5 p.m.

For Freight, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 22nd April, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship.

"FORMOSA,"

Captain Evans, will be despatched for the above Ports, on FRIDAY, the 24th inst., at 9 a.m.

For Freight or Passage apply to DOUGLAS, LAFAIR & Co., General Managers.

Hongkong, 22nd April, 1903.

REGULAR STEAMSHIP SERVICE

TO NEW YORK

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1903.

"AFRIDI" About 3rd May.

"SAGAMI" 13rd May.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 4th April, 1903.

FROM NEW YORK.

THE H.A.L. Steamship.

"NUBIA,"

Captain von Hoff, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature in the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after 4 p.m. Goods have left the Godowns and all Goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 29th inst. at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 22nd April, 1903.

NIPPON YUSEN KAISHA

NOTICE TO CONSIGNEES.

FROM MIDDLESBOURG, ROTTERDAM, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"SADO MARU,"

having arrived from the above Ports, consignees of cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 29th inst. will be subject to rent.

All ship-damaged packages must be left in the Godowns and Notice of same sent to the Office before the 2nd May, or claim in connection therewith will not be recognized.

NIPPON YUSEN KAISHA, Hongkong, 22nd April, 1903.

OCCIDENTAL HOTEL.

(LATE QUEEN'S)

FINCH ROAD, KOWLOON.

THE Undersigned has the pleasure to

lease to the proprietor of the QUEEN'S HOTEL, will open upon the 1st of MAY under the Name of the OCCIDENTAL HOTEL.

"OCCIDENTAL"

It will be conducted as a First Class Residential and Tourist Hotel, having every facility to assure comforts to guests.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"PATROCLUS"	On 23rd April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 30th April.
GLASGOW and LIVERPOOL	"HYSON"	On 7th May.
GLASGOW and LIVERPOOL	"AJAX"	On 14th May.
GLASGOW and LIVERPOOL	"ANTENOR"	On 21st May.
GLASGOW and LIVERPOOL	"PELEUS"	On 28th May.
GLASGOW and LIVERPOOL	"PATROCLUS"	On 4th June.

S.S. "PATROCLUS" left Singapore 18th instant and is expected here 23rd instant.

HOMWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ABERDEEN	"DEUCALION"	On 28th April.
"LIVERPOOL via GENOA"	"JASON"	On 12th May.
MARSEILLES and ANTWERP	"AGAMEMNON"	On 17th May.
LONDON	"TANTALUS"	On 21st May.
LONDON	"PATROCLUS"	On 28th May.
"LIVERPOOL via GENOA"	"CALCHAS"	On 4th June.
"LIVERPOOL via GENOA"	"HYSON"	On 12th June.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"AJAX"	On 20th May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th April, 1903.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"PAOTING"	22nd instant.
SHANGHAI	"SINGAI"	23rd "
CEBU and ILOILO	"KAIPOH"	25th "
CHEFOO, NEWCHANG & TIENSIN	"NANSHAN"	28th "
MANILA	"WUJONG"	30th "
KOBE	"TSINAN"	30th May.
MANILA	"SUNSHAN"	16th "
PORT DARWIN, THURSDAY IS., COOKTOWN, CAIRNS, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	16th "

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd April, 1903.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	Saturday, 25th April, at 10 A.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	Saturday, 2nd May, at 10 A.M.
PERLA	1980	J. McGinty		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th April, 1903.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF
JAPAN, MOJI, KOBE AND YOKOHAMA,

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship	Tons	Captain	To Sail
"INDRAVELLI"	4,899	W. E. Craven	April 24, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	May 14, "
"INDRASAMHA"	4,899	R. P. Craven	June 14, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers	Captains	Sailing Dates.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 26th April.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 29th April.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 3rd May.
FOR FOCHOH	"ANPING MARU"	J. Goto	WEDNESDAY, 6th May.

Via SWATOW and AMOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for first class passengers, and a fully qualified doctor is carried.

All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co's Pontoon at the Customs water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage, and other information, apply at the Co's Local Branch Office, at No. 2, Des Voeux Road, C.

T. ARIMA, Manager.

Shipping.

STEAMERS.

CHINA NAVIGATION COMPANY,
LIMITED.HONGKONG-MANILA,
REDUCED SALOON PAS-
SAGE MONEY.

SINGLE, \$20. RETURN, \$35.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Duly qualified Surgeon carried. BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th January, 1903.

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

THE Steamship
"CHU KONG,"
Capt. Mason.
Departures from HONGKONG to MACAO, Daily, at 8 A.M. SUNDAY including.
Departures from MACAO to HONGKONG, Daily, at 2 P.M. SUNDAY including.
This Steamer is the fastest and has Superior Cabin Accommodation.

FARES:

1st Class	\$2.00
2nd "	1.00
3rd "	.50

Further Particulars may be obtained at the Office of the

WING ON STEAMSHIP CO.,
No. 42, Bonham Strand West.

Hongkong, 10th March, 1903.

STEAM TO CANTON.

THE Splendid New Steel Twin Screw

Steamer

"KWONG CHOW,"

1,474 Tons, Captain Walker, leaves HONGKONG for CANTON at 5.30 P.M. on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days leaving CANTON at 5 P.M. Unexcelled Accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passage Fare, \$4 Single Journey.

Meals \$1 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD.

Hongkong, 14th March, 1903.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain J. J. O'Brien, will be despatched for the above Ports, on SATURDAY, the 25th instant, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,
Agents.

Hongkong, 18th April, 1903.

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Shipping.

STEAMERS.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Japanese Mail Steamship

"YAWATA MARU,"

3,600 Tons, Captain A. E. Moses, will be despatched for the above Port on FRIDAY, the 24th instant, at 4 P.M.

This Well-known Steamer is specially constructed for the service in the Tropics, and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply to

A. S. MIHARA,
Manager.

Hongkong, 15th April, 1903.

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Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamship

"MALACCA"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 16th April, 1903.

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High Class
Gentlemen's
Outfitters.

WILLIAM POWELL, LTD.,



**28 & 34, QUEEN'S ROAD CENTRAL,
HONGKONG,**

**General Drapers, Dressmakers, Milliners, Hosiers,
Haberdashers and General Outfitters.**

High Class
Gentlemen's
Outfitters.

FAMED FOR
SHIRTS.

28, Queen's Road.

EVERYTHING
UP TO DATE.
28, Queen's Road.

FANCY DRAPERY DEPARTMENT.

CHIFFONS, GAUZES,
CREPE DE CHINE, BRIDAL NET,
EMBROIDERED DRESS NETS,
AND LACE ROBES.

LACE COLLARS AND TIES
IN THE VERY LATEST DESIGNS. NOVELTIES IN
LADIES' NECKWEAR.

LADIES' UNDERCLOTHING.
SILK, WOOL, AND COTTON GARMENTS. NAINSOOK
GARMENTS FOR SUMMER WEAR.
HOSIERY FOR LADIES
AND CHILDREN. EMBROIDERED AND LACE FRONTED
CASHMERE, SPUN SILK, AND LISLE THREAD HOSE.

CORSETS
IN THE FOLLOWING MAKES:—MADAM LEIDER,
PRIMA DONNA, SANAKOR, MODEL, AND NEW
RIBBON CORSET, IDEALLY COOL FOR THE EAST.

DRAPERY & GENERAL FURNISHING DEPARTMENTS.

SILKS AND SATINS
IN LARGE VARIETY.
SUMMER MUSLINS
AND DRESS GOODS. OUR STOCK OF THESE
GOODS IS NOW COMPLETE.
HOUSEHOLD LINENS.
ALL KINDS OF LINENS, LININGS, CALICOES
AND SHIRTINGS STOCKED.

BEDS AND BEDDING.
BEDS OF EVERY DESCRIPTION. HAIR, FLOCK, FEATHER,
RATTAN AND SPRING MATTRESSES.

LADIES' BOOTS AND SHOES
STOCKED IN ENGLISH AND AMERICAN SHAPES.
AN ENTIRELY NEW STOCK HAS JUST ARRIVED.
IT INCLUDES ALL KINDS OF THE BEST MAKES IN
LADIES' AND CHILDREN'S SMART FOOT WEAR.

GENTLEMEN'S OUTFITTING DEPARTMENT.

SHIRTS AND COLLARS.
SCIENTIFICALLY CUT AND PERFECT FITTING.
"THE HONG" SHIRT FOR BUSINESS,
"THE EMPIRE" FOR DRESS WEAR.

SMART NECKWEAR.
OUR PATTERNS ARE EXCLUSIVE IN THE EAST.

PANAMAS
IN ALL THE LATEST SHAPES FOR 1903.

BOOTS A SPECIALTY.
AMERICAN SHAPES, ENGLISH LEATHER AND
WORKMANSHIP. SIZES AND HALF SIZES STOCKED.
TAN GRAIN BOX CALF FOR SHOOTING. TAN AND BLACK
WILLOW CALF FOR WALKING. WHITE AND BUFF
CANVAS BOOTS FOR TENNIS OR CRICKET ETC.

OUR SUMMER STOCK
WILL BE THE LARGEST AND MOST COMPLETE
IN THE FAR EAST.

GOODS ABSOLUTELY NEW.
NOTE ADDRESS: **28** QUEEN'S ROAD.

MILLINERY DEPARTMENT

THE BEST CONSIGNMENT YET RECEIVED
OF
PARISIENNE CREATIONS
HAS JUST COME TO HAND.
DIRECT FROM THE BEST PARISIENNE
HOUSES.

A LARGE STOCK OF BURNT AND TUSCAN STRAWS.
LIGHT WALKING HATS—WHITE, BLACK AND
COLOURED. FANCY STRAWS.

HATS TRIMMED TO ORDER
UNDER EUROPEAN SUPERVISION.

TRUNK DEPARTMENT

A LARGE STOCK OF CABIN AND OVERLAND TRUNKS,
KIT BAGS, GLADSTONES, PORTMANTEAUX AND
DRESSING BAGS, IN ALL SIZES AND KINDS.

R. G. HECKFORD,
MANAGER.

April 22nd